in Fig. 6D, the target deceleration Gxt will be calculated as shown by solid lines in Fig. 6E, in contrast to the performance partly shown by phantom lines in Fig. 6E to be available when the control is conducted only based upon the steering angle change rate θd obtained in step 50. As will be appreciated from Fig. 6E, when the steering angle change rate θd is so alternately changed as shown in Fig. 6A, the target deceleration Gxt is calculated to be more desirably adapted to an inertialy oscillatorily rolling movement of the vehicle body by such steps as 52 and 54 being incorporated.

IN THE CLAIMS:

Replace claims 1 and 4-6 as follows:

1.   (Amended) A device for controlling an over-rolling of a vehicle having a vehicle body, wheels, a steering system, and a brake system, the device comprising:

means for providing a first parameter quantity indicative of a rolling amount of the vehicle body,

means for providing a second parameter quantity indicative of a change rate of the rolling amount of the vehicle body, and

means for controlling the brake system such that the brake system is actuated to accomplish a target deceleration of the vehicle when the first parameter quantity exceeds a threshold value predetermined therefor, the target deceleration being increased from a predetermined minimum value to a predetermined maximum value according to an increase of the second parameter quantity.

4.   (Amended) A device according to claim 1, wherein the second parameter quantity is estimated to be substantially proportional to a change rate of steering angle effected by the steering system of the vehicle.